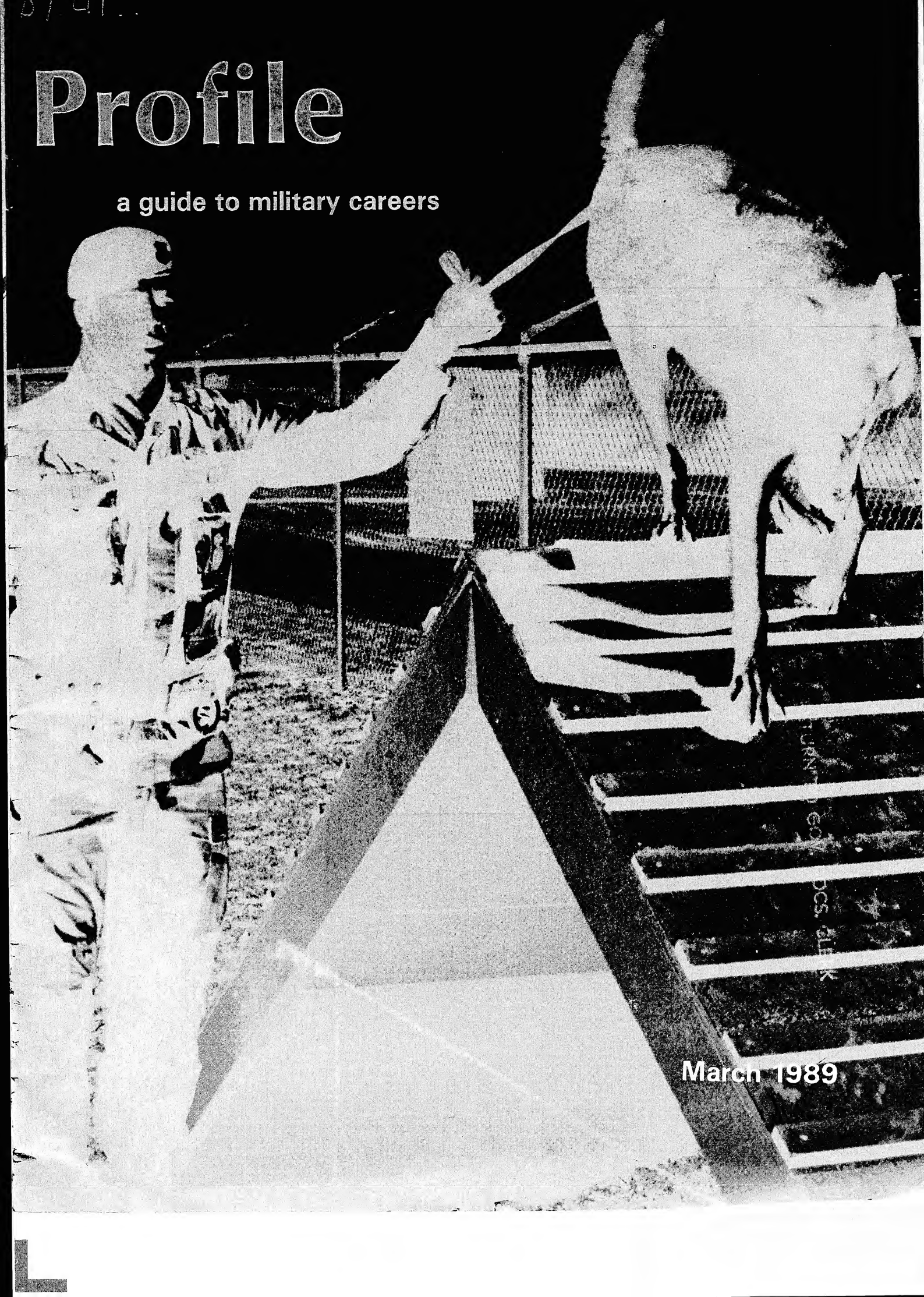


Profile

a guide to military careers

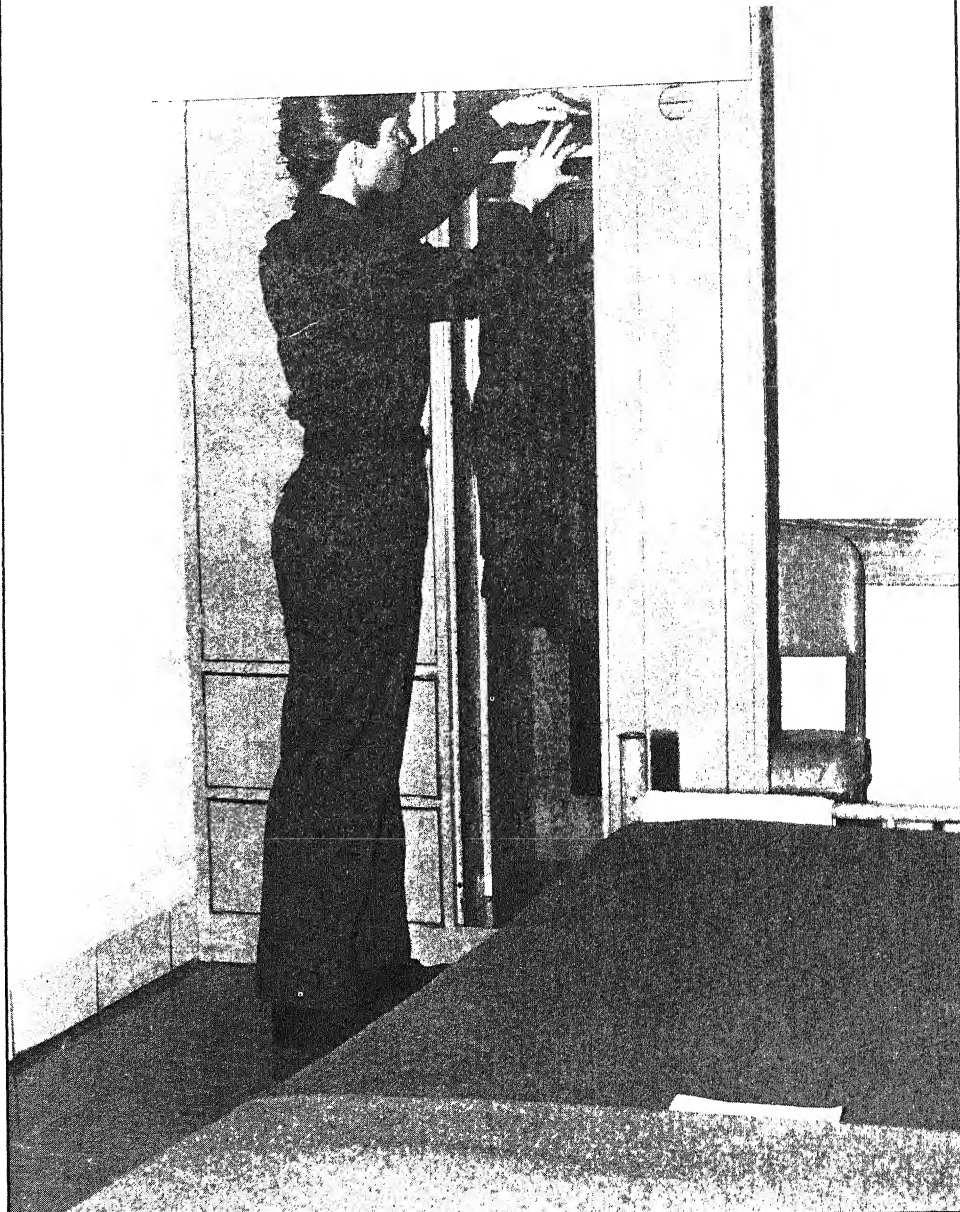


March 1989



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In April's issue of **PROFILE**, the staff has decided to do something different. Instead of informing you about career fields which you might enter, we'll go back to the beginning and tell you what to expect when you enter basic training/boot camp. These stories will reveal the day-to-day life of trainees, from the day they arrive until graduation day. We hope this information will answer a lot of your questions about this important aspect of military life.

Profile

a guide to military careers

Vol. 32 No. 5 March 1989

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Front: Staff Sgt. Michael Mosely, a security police military working dog handler, puts Rico through his paces in the training compound. (Photo by Staff Sgt. Linda L. Mitchell)

Back: Marine Corps Sgt. Leon Carrington prepares his weapon prior to his marksmanship qualification test. (Photo by Spec. Paul White)

Patrol **Partners**

Story and photos by
SSgt. Linda L. Mitchell

"Rico is the best partner I could ever have. Quite often, he's my savior," said Staff Sgt. Michael Mosely. "He can tackle a 200-pound man to the ground, and can subdue that same man by holding the man's arm in his jaws. Additionally, he lets me know when there are explosive devices nearby."

Rico, a nearly-60-pound Belgian Malinois, and Mosely, Rico's handler, are assigned to the 436th Security Police Military Working Dog (MWD) Section, Dover Air Force Base, Del.

"Rico and I are permanent partners as long as I'm assigned here," Mosely continued. "I know his moods and ways, and he knows mine. We both know how to 'read' the other's reactions in all situations."

Mosely is specially-trained to work with Rico, an attack-trained patrol/explosives dog. Dover's MWD section also has handlers and attack-trained patrol/narcotics dogs. "Dogs can't be trained to detect both narcotics and explosives, because there are too many scents involved," explained Technical Sgt. Dave Walker, non-commissioned officer in charge of the MWD section. "Narcotics dogs detect drugs like heroin, marijuana, cocaine and hash. Explosives dogs must learn about 10 different scents."

Sergeant Mosely walks Rico across a wall in the training compound.

PROFILE, March 1989





Rico demonstrates an apprehension technique.

He added, "If dogs are trained to detect and react in the same way to all of these scents, the handler won't know if the dog has picked up on narcotics or explosives. That's the difference between life and death."

On any given day, any or all of the handlers' and dogs' talents come into play.

"During morning guard mounts, handlers, law enforcement and security personnel receive a briefing from the commander regarding any incidents which have recently occurred, and any other information we may need during our shift, like bad weather forecasts. We pick up weapons, ammunition, radios and grid maps, and are assigned to patrol sectors of the base," Mosely said.

Two hours of the eight-hour shift are spent in MWD training, and an additional two hours is often spent guarding the base's gates. The rest of the time involves riding around in a patrol car doing traffic stops, and investigating alarm activations, domestic disturbances and accidents.

That's on a normal, quiet workday.

"When we're called out on an explosives search, we have a two-person team—a spotter and the dog handler—and the dog. While the

handler observes the dog's signals, the spotter warns him about obstacles to be aware of. For instance, a chair could be booby-trapped. The spotter's warning to "watch out for the chair on your left" could save all of our lives," Mosely said. "We have to be extremely cautious when we do an explosives search. Doorways, door knobs, windows, light switches and fixtures, desk drawers or chairs, stairs—anything can be boobytrapped."

Except for the fact that no boobytraps are involved, drug searches are conducted in much the same manner as explosives searches, including investigating air ventilation shafts and other tight places.

Mosely and Rico often pull random automobile checks at the base gates. "The installation commander selects a random number, such as every 10th vehicle entering the base, to be checked. One time it may be for explosives, and another time it may be for narcotics. If either is found, an arrest is made." The commander also decides when buildings such as

dormitories, warehouses, hangars, and the passenger terminal, will randomly be searched.

Working dog teams perform a lot of community relations work on base and off base. Walker explained, "We put on demonstrations for tour groups and at base open houses. When we do a narcotics demonstration, we try to educate people not to use narcotics, using the demonstration as a deterrent."



Rico is groomed before going out on patrol.

Patrol Partners

Handlers and dogs train in different phases of security police work at Lackland Air Force Base, Texas. Men and women start with the six-week law enforcement school, learning apprehension and handcuffing techniques and how to perform vehicle searches and traffic stops. "During the last week of school, students watch a canine demonstration," Mosely said. "They're given a chance to volunteer to be dog handlers."

Volunteers are given a voice test, during which they have to yell loudly and forcefully enough for the instructors to hear them at a distance. They perform a strength test to make sure they can pick up and otherwise handle a 50-pound dog. A coordination test shows the instructors how well the students and dogs maneuver together.

After passing these tests, students and dogs attend a nine-week patrol course. They learn verbal and silent hand signals such as those for attack, heel, sit and stay. Then the teams enter either the narcotics or explosives dog handling course. These courses can last

anywhere from nine to 18 weeks, depending on the dog and how fast both the dog handler and dog learn the course. Working teams are taught how to do search patterns of buildings, aircraft and open areas. By this time, the handler can read his dog's changes in behavior; normally the dog will sit and stay when it acquires a scent.

"The instructors constantly tell students," Mosely said, "that narcotics teams won't die if they don't find the drugs, but explosives teams will die if they're careless. Students go through a death trap problem which teaches them not to touch anything until the dog has checked it out. No student ever makes it through this test 'alive', but they learn a lot about being cautious."

After completing school, dogs and handlers are assigned to bases worldwide, but not as teams. "These are not pets—we don't bring them with us when changing stations," Walker said. "The dogs are assigned to a base until their useful working life is past, while

handlers get reassigned every few years."

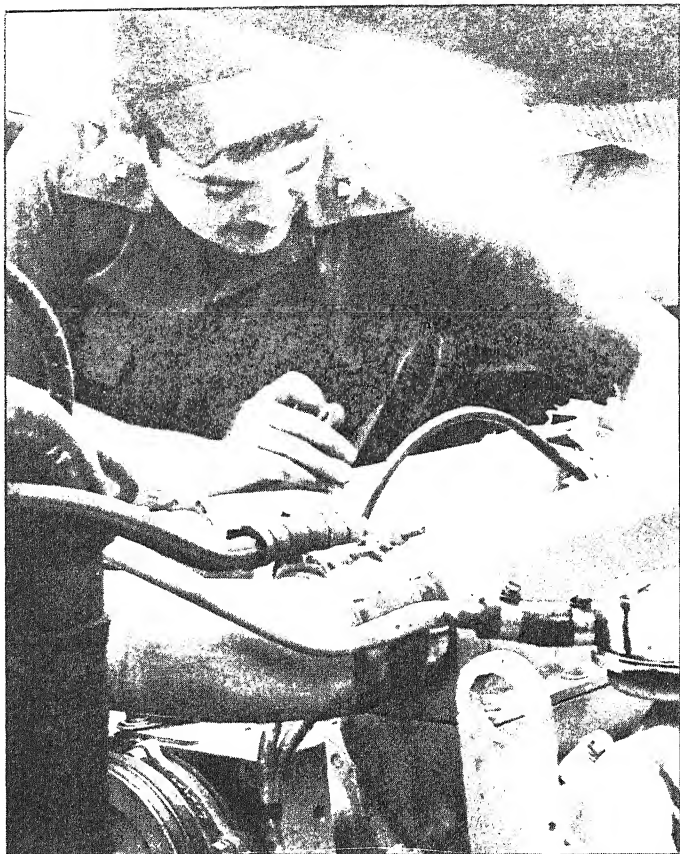
Other than being left behind when the handler leaves, the dogs are well taken care of. Handlers know a lot about veterinary work, including how to give shots, set broken bones, treat for snake bites, and about disease prevention and treatment. "Some bases overseas use vets who are assigned to other bases, and many bases in the states don't have one on base. We must know what to do in an emergency until the vet arrives," Mosely said.

Additionally, "We do a health check on them before we take them out, and make sure they get lots of exercise. The dogs get a special blend of high-protein food, and we constantly groom them and clean their kennels. I often joke that the dogs get better treatment than we handlers do!" he said with a laugh.

Seriously, however, Mosely adds, "Rico is my partner, my trusted friend. I take good care of him, so that he'll be around to take care of me when I need a savior." ◇

Sergeant Mosely and Rico examine a typewriter for explosives.





MK2 Frank Von Rossum works on utility boat engines.

Power and Light

Story and photos
by PA1 Rick Woods

Coast Guard crews search for boats and people for hours and days at a time, in all weather, pounding seas, scorching Caribbean heat and arctic cold. Where there are boats, there are engines and Coast Guard Machinery Technicians making sure the engines keep turning.

Machinery Technician 1st Class William Bailey is happy working aboard Coast Guard Cutter Red Cedar. The ship is a working boat, maintaining channel markers and navigation aids year 'round, and providing search and rescue and law enforcement services as needed. The engine room supplies the power to run the ship, and it's all his.

On narrow diamond plate steel walkways, Machinery Technicians (MKs) work around the two main diesel engines, each the size of a small car, that hunker down in the center of the space. Overhead air ducts, low pressure steam boilers, generators, hydraulics, pneumatic and electrical controls, and miles of color-coded tubing, pipes and cables surround them. Bailey said, "Besides maintaining all this, we're also the 'hotel' services for the ship. We supply the heat and water, maintain the air conditioning and refrigeration, and more."

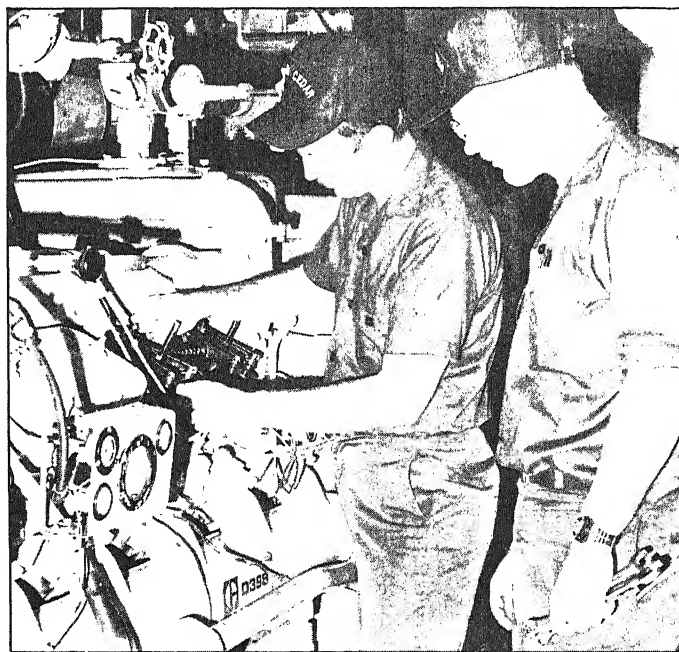
MKs aboard Coast Guard cutters such as the Red Cedar maintain most of their own equipment, carry their own repair parts, and even machine simple replacement parts themselves.

Small boat stations' boats have to be rescue-ready, and Machinery Technicians keep them running with regular preventative maintenance, but rarely rebuild major machinery. MK's there are more likely to be members of rescue crews.

Eventually every machine needs an overhaul. At the Coast Guard Support Center Portsmouth, Va., industrial maintenance shop, the ten-man staff overhauls engines, propeller shafts and steering gear, hydraulic and other specific equipment that a small boat or cutter crew can't.

Machinery Technician 2nd Class Frank Von Rossum said, "Here I work with professional civilian machinists and factory representatives. I routinely do any of the overhaul work except the fine tolerance metal machining, and I'm learning that too." His training started at MK basic 'A' school, Coast Guard Training Center, Yorktown, Va.

Chief Warrant Officer Larry Jones, Engineering and Weapons Training Division Officer, said the school is currently 14 weeks long. ◻



MK1 William Bailey and Fireman Apprentice Ross Lehmkuhler work on RED CEDAR's engines.

Dealing with Problems

By SFC Karen Polston

The soldier had a lot of problems. He really didn't know where to turn for help, but he knew he had reached his breaking point. He went to see his chaplain, who referred him to the community mental health center on post. "Oh, great," he thought. "Now they think I'm crazy."

That's not true, according to Sgt. David Dickinson, a behavioral science specialist and noncommissioned officer in charge of the McDonald Army Hospital Community Health section at Fort Eustis, Va.

"People don't have to be 'crazy' to get to the point of needing help," he said. "Sometimes people simply need someone to talk to."

"It may be a young, single soldier who's depressed by being so far away from home and is having problems adjusting to the military. It could be a career soldier who's having marital problems or who's abusing alcohol. Or it might be a retired military family member who has just lost their husband or wife," he said. "Everyone has problems. We just deal with

them differently."

"It's my job as an Army behavioral science specialist to ensure that the people who need help, get it," Dickinson said.

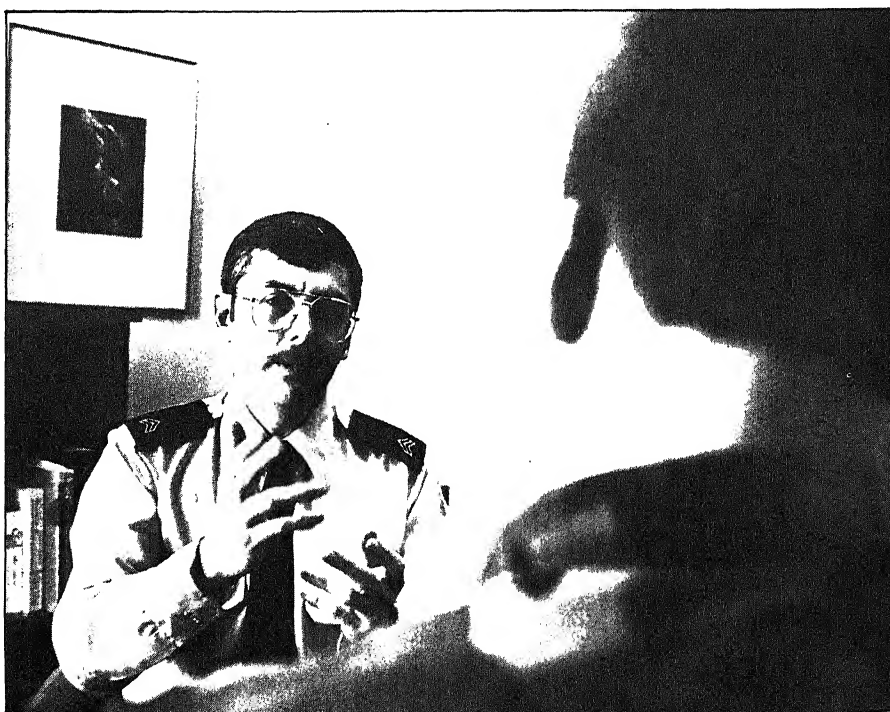
The job of behavioral science specialist is quite diversified. "We get involved in a little bit of everything," Dickinson explained, "including social work, psychology service, field research, and drug and alcohol counseling."

Behavior science specialists usually see people on an out-patient basis. "We work with the staff psychiatrists and psychologists, gathering background information on the patients, evaluating their needs and either setting up a treatment program or referring them to another agency for help," Dickinson said.

"We also work with groups, doing stress management, suicide prevention training, and drug and alcohol abuse counseling. We get involved in crisis intervention with families having problems with

Sgt. David Dickinson . . .

"Sometimes people simply need someone to talk to."





Dickinson and Capt. Michael A. Etzel, a psychologist, discuss a case.

violence.

"Field research is another portion of our job. I was assigned to observe and evaluate missile crew members in Germany to determine their job stress factors and how to help alleviate these stresses," he explained.

"Here at McDonald, I have a daily case load averaging five to six people. However, not everyone I see is a patient. We also make recommendations for people going on drill sergeant duty, and we perform evaluations during security clearance investigations.

"Where a behavioral science specialist is stationed has a lot to do with the job he or she will perform. But we have to be ready for anything."

To meet this requirement, behavioral science specialists gain the necessary knowledge during a nine-week course at Fort Sam Houston, Texas. Students are taught basic counseling techniques, the sign and symptoms of different mental illnesses, and the effects of medications. "We also receive basic

medical training so we can perform first aid and lifesaving techniques," Dickinson said.

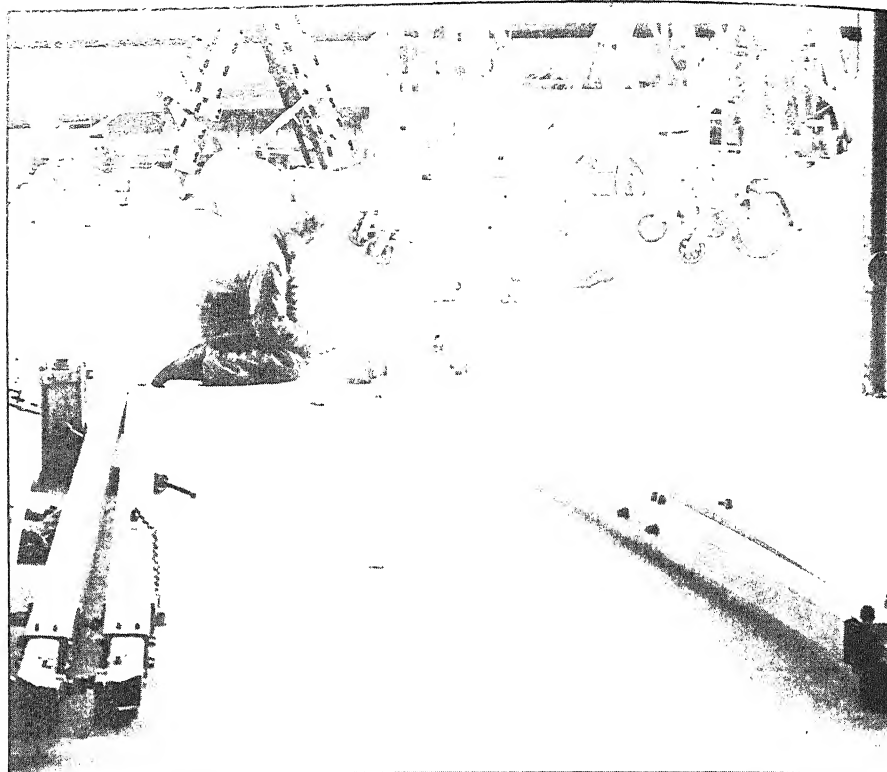
"Many people think if you need mental health care, you're 'crazy.' But that's not true at all. We pro-

"Everyone has problems. We just deal with them differently. . . It's my job to ensure that the people who need help get it."

vide a much-needed service for the military communities where we live," Dickinson concluded. "With our help, people can learn to deal more effectively with their problems and live happier lives. That's what it's all about." ◻



Right: Daily maintenance keeps ground support equipment ready for use. Above: Aviation Support Equipment Technician 3rd Class Steve Thomas (I) and Sergeant John Irvine (USMC) discuss a problem in an electrical system. Below: Aviation Support Equipment Technician 3rd Class Alden Grange checks the power unit's electric circuits.



Maintaining Aviation Ground Support Equipment

Story and photos
by PA1 Rick Woods

Naval aircraft might never get off the ground without regular maintenance. The maintenance itself couldn't be done without the equipment to tow, lift and provide power for working on these planes and helicopters.

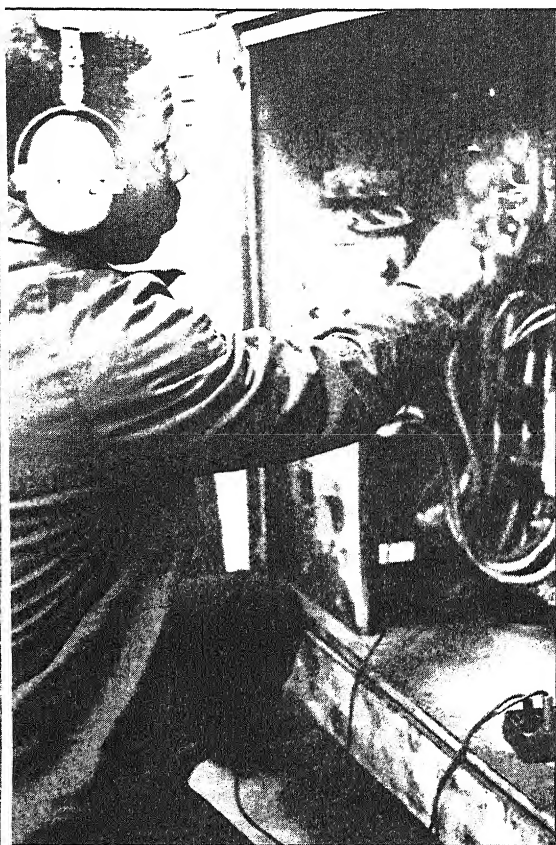
Since all such equipment is painted high-visibility yellow, it's termed "yellow gear." "If it's yellow, it's ours," said Master Chief Shawn Bowers, an aviation support equipment technician working out of the Aircraft Intermediate Maintenance Division, Naval Air Station, Norfolk, Va.

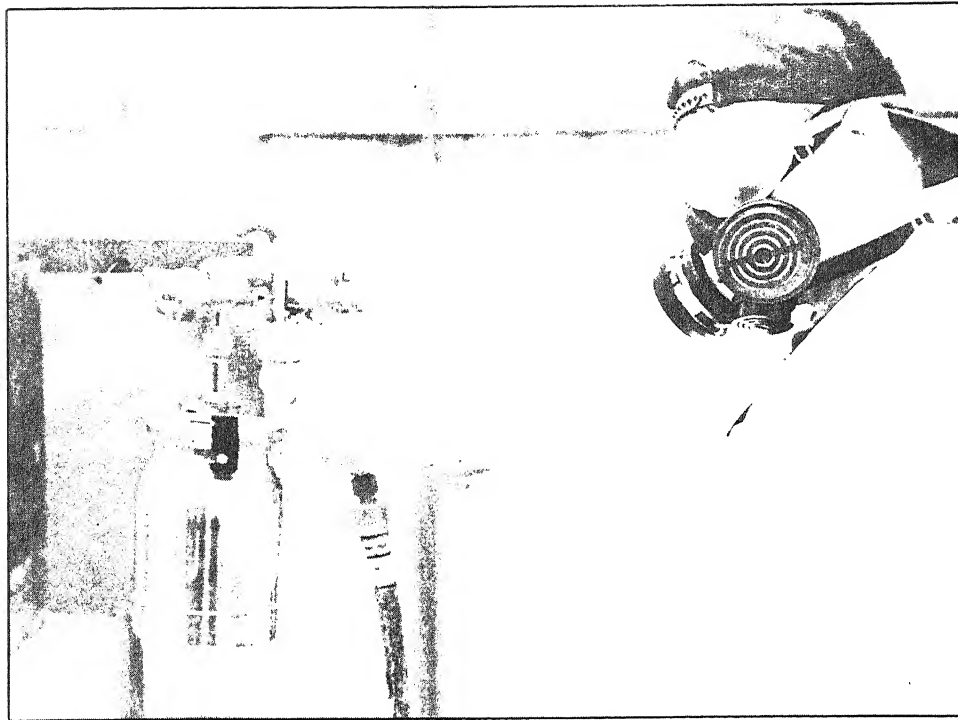
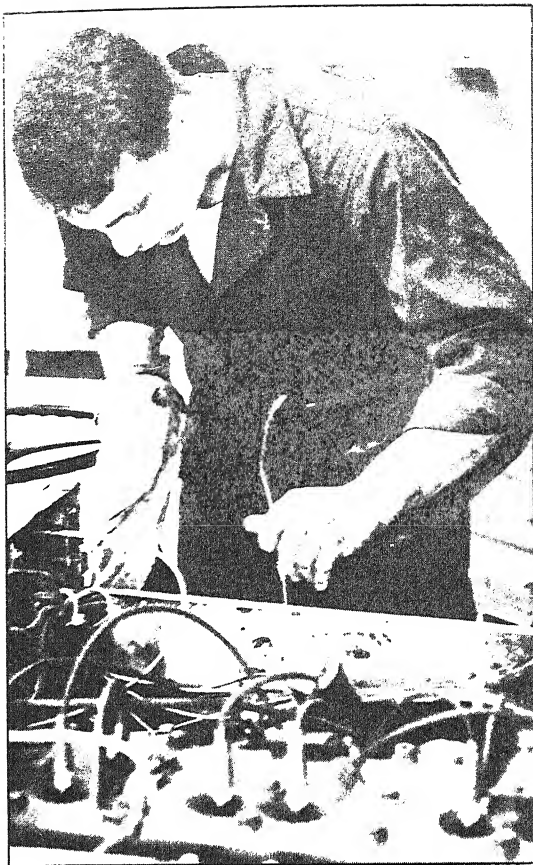
Bowers is one of roughly 2,900 sailors responsible for keeping "yellow gear" operational. By doing their job, aviation support equipment technicians help ensure that Navy aircraft are ready for service.

The job title can lead to confusion because, according to Bowers, aviation support equipment technicians "don't touch the actual aircraft." In fact, he noted, many of the job skills are more similar to automobile repair than aviation. Automotive electrical systems are common to all of the powered aircraft towing and handling equipment.

"Many students at the technical school say they've always liked working on cars and other equipment, and want to learn more as an aviation support equipment technician," said Chief Donna Kelly. "The automotive facet is a big draw."

This isn't to say the job lures only the nation's budding young car mechanics. "I chose this job because it sounded interesting, but it was completely new to me," said Petty Officer 2nd Class Alan S. Crandall, his hands covered with a





glove-like layer of grease. "I didn't know anything about this kind of work before I came in."

The technicians begin learning their skills during approximately 14 weeks of school in Memphis, Tenn. Subjects include basic electrical and mechanical principles, gas and diesel fuel system principles, hydraulics and pneumatics fundamentals, corrosion control procedures and painting techniques.

The students follow one of two programs, emphasizing either electrical or mechanical aspects. Those in the electrical program learn 115-volt, 400-cycle AC and 28-volt DC ground power unit maintenance. During training, air conditioning fundamentals are also taught.

Students in the mechanical program maintain diesel, gas and gas turbine engines and repair and maintain gas handling, delivery and system maintenance equipment.

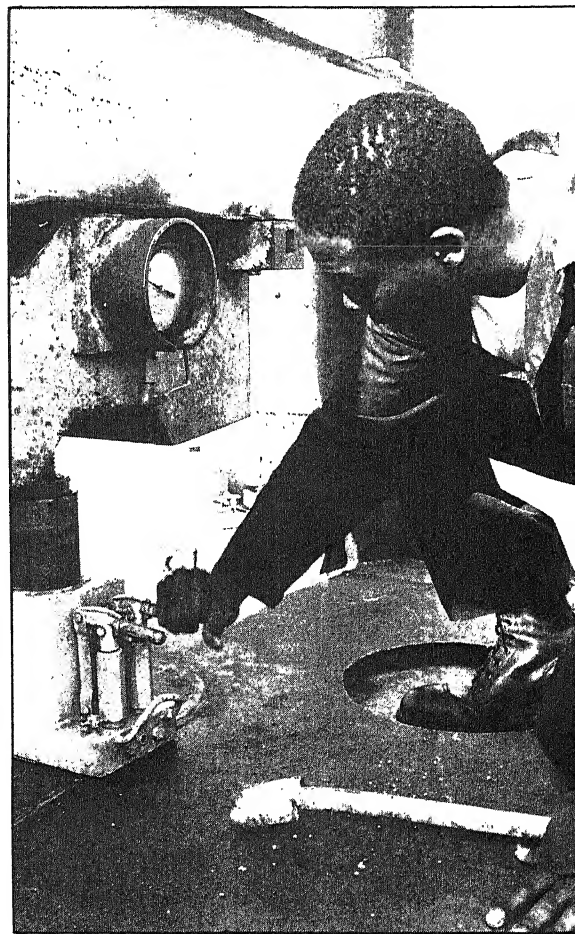
Over the course of a technician's career, he or she should be familiar with all aspects of electrical and mechanical repairs to ground support equipment. It's dirty, greasy

Above left: Aviation Support Equipment Technician 3rd Class Timothy Black checks an aircraft towmotor as part of a 13-week preventive maintenance program. Above right: Airman Apprentice Arnold Beckner sprays replacement panels with high visibility paint. Below: Aviation Support Equipment Technician 3rd Class Stan Watford tests a hydraulic jack's smooth operation.

work, but rewarding," Bowers said. "Never boring," Kelly added.

The technicians normally work in pairs, primarily for safety reasons, according to Petty Officer 3rd Class Sidney W. Byrd. "Say you're reaching for a rag and you don't see the wrench lying on top of it," Byrd said. "Your partner's in position to catch that wrench before it drops on you. Your partner's always watching out for you."

"We help each other out no matter where we are," Bowers added. "Our camaraderie is extremely good. We'd give each other the shirts off our backs. We're close-knit." ♦



The Riflemen

Story and photos
by Spec. Paul White

Before Sgt. Leon Carrington joined the Marine Corps, about the only thing the Bowie, Md., native had ever shot was "the breeze" with his buddies. That was four expert marksmanship awards ago.



Above: Sgt. Leon Carrington loads a magazine. Right: Carrington fires from the sitting position.

These days, Carrington is deadly accurate with his M-16A2 rifle at targets up to 500 yards away. They might call him "The Rifleman," except his accomplishment is hardly uncommon. Go to any Marine Corps base and you'll find expert shooters all over the place. There are few things Marines take more seriously than rifle marksmanship.

What Carrington proves is that when it comes to getting started with the M-16A2 rifle, ignorance about handling other weapons may actually pay off.

It's a classic example of what someone doesn't know not hurting them, according to Chief Warrant Officer Moses Culbreath, range officer at the Fleet Combat Training Center, Dam Neck, Va. "People who are used to other weapons may have picked up some bad habits, such as jerking the trigger," he said.

"With a shotgun, the buckshot tends to spread out," added PFC Stephen M. Bartow, an avid hunter before becoming a Marine. "With the M-16, you have to concentrate much more on aiming."

"As the saying goes," Culbreath said, "old habits can be hard to break." He added that because the Marines stress the "principles of marksmanship," a novice can quickly become proficient.

Marksmanship-Marine Corps style-is introduced early to a new recruit. During a two-week phase of basic training, recruits learn how to break down and reassemble the weapon, clean it when necessary, practice safe handling procedures, and even fire accurately while wearing the awkward gas mask.

They also undergo their first qualification test. The recruits fire 50 rounds at targets 200, 300 and 500 yards away from sitting, kneeling, standing and prone positions. A perfect score is 250. The classifications are:

expert — 220 - 250 points

sharpshooter — 210 - 219

marksman — 190 - 209

Anyone who scores below 190 is considered unqualified.

"You sort of don't know what to expect," Carrington said of his first firing experience. The drill instructors explain that the M-16 has very little recoil, or "kick," but it takes that first shot before a recruit truly realizes this, he added. "Once I got over the shock of shooting that first round, I discovered I liked shooting," Carrington said. "After that it was no problem."

After boot camp, every Marine must re-qualify annually with the M-16. "It doesn't matter whether you're an infantryman, a cook or even a band member," Culbreath said. "It's important every Marine is a basic rifleman. You never know when you may have to use that rifle in a combat situation."



Down and dirty . . . it takes more than a little mud to separate this recruit from his rifle.

A Marine's Creed

How seriously do the Marines take rifle marksmanship? Check out this slice of Marine Corps doctrine, required reading for each recruit.

My Rifle

The Creed of a United States Marine

This is my rifle. There are many like it, but this one is mine.

My rifle is my best friend. It is my life. I must master it as I must master my life.

My rifle without me is useless. Without my rifle, I am useless. I must fire my rifle true. I must shoot straighter than my enemy who is trying to kill me. I must shoot him before he shoots me. I will . . .

My rifle and myself know that what counts in this war is not the rounds we fire, the noise of our burst, nor the smoke we make. We know that it is the hits

that count. We will hit . . .

My rifle is human, even as I, because it is my life. Thus, I will learn it as a brother. I will learn its weaknesses, its strengths, its parts, its accessories, its sights, and its barrel. I will ever guard it against the ravages of weather and damage. I will keep my rifle clean and ready, even as I am clean and ready. We will become part of each other. We will . . .

Before God I swear this creed. My rifle and myself are the defenders of my country. We are the masters of our enemy. We are the saviors of my life.

So be it, until victory is America's and there is no enemy, but Peace!

(written by Maj. Gen. W.H. Rupertus, USMC)

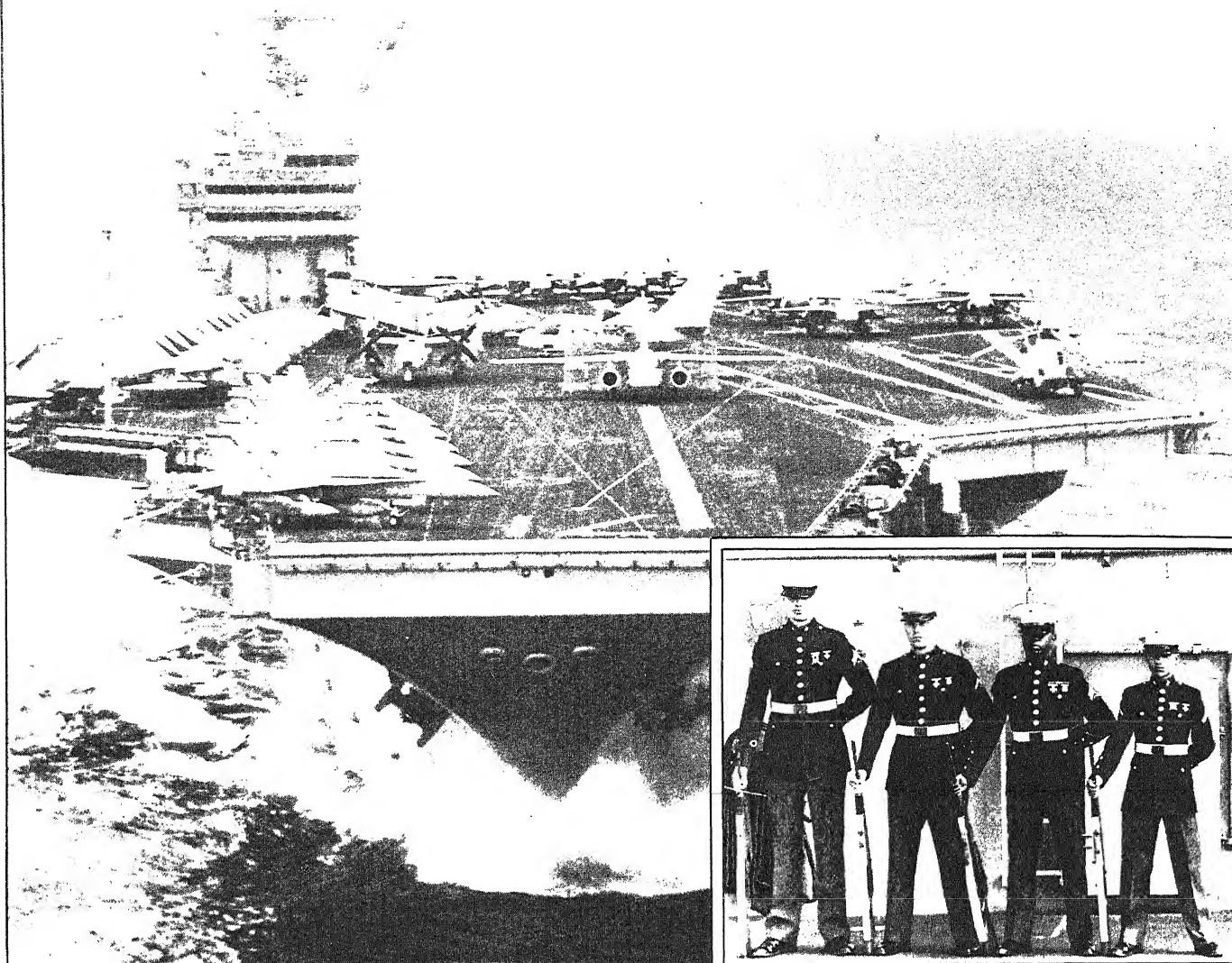
That's how seriously.

Prior to each re-qualification test, Marines receive three days of classroom instruction. Besides re-emphasizing marksmanship fundamentals and range safety, the classes provide tips on such topics as how the weather can affect a shooter's accuracy. "Sunlight, for example, can distort how a target looks 300 yards downrange," said Sgt. David W. Kemp, primary marksmanship instructor at the Dam Neck range.

The classes are "all designed to help a Marine build confidence in himself and his weapon," Kemp continued. Culbreath added that the classes also help ensure everyone is firing the weapon the same way - the Marine way. "This isn't to say that if you've fired a weapon before you're automatically going to have trouble with the M-16," Culbreath said.

"It's just that whatever the case, if you pay attention to the instructors, qualifying can be quite easy." ♦





Whether the USS Theodore Roosevelt is in port or patrolling the waters, detachment members (from left) Cpl. Eric W. Sorensen, Lance Cpl. Cary J. Craig, Cpl. Harold Smith and PFC David De La Vina Jr. help ensure the ship's security.

Soldiers *of the* Sea

Story and photos
by Spec. Paul White

Although there are more than 6,000 sailors aboard the USS Theodore Roosevelt, when the security of the \$2.3 billion aircraft carrier is at stake, the call goes out for "a few good men."

The Marines, although they make up less than one percent of the crew, appear to welcome the challenge. "We're ready to do anything the ship's commanding officer directs us to do," said 1st Lt. Mike R. Usovicz, second-in-command of the Roosevelt's Marine Detachment.

"If, for example, there's an intruder alert, we must be able to respond very quickly anywhere on the ship," Usovicz said. Marine detachments also provide training and supervision for the sailors who assist in shipboard security. In addition, the detachments fill ceremonial roles such as color guards. "We're in the spotlight all the time," Usovicz said. "The Navy expects a lot out of us."

"It's the oldest mission in the Corps, serving aboard vessels of war," he continued. Indeed, sea

duty for Marines dates back to the Revolutionary War days. Currently, Marine detachments are assigned mainly aboard carriers, battleships and submarine tenders. It's the Marine Corps' only occupation conducted exclusively aboard ship. "Every time this ship goes to sea, we're on it," said the USS America's Gunnery Sgt. Charles W. Sweeney. "This is our base."

This reality can be sobering for some, with space scarce on even the largest carriers. A young Marine can find himself sleeping in a 12-man compartment which is probably smaller than the room he left at home.

Detachment members reply that the assignment is worth a few sacrifices. "It's a special job, a privilege," said Cpl. Eric W. Sorensen, who added that the camaraderie within the detachment helps ease adjusting to life at sea.

"You learn to bring just what you need," added Cpl. Harold J. Smith. "Actually, it's fairly easy to get used to. Anyone should be able to do it."

Although detachments must work within the confines of a ship, being physically fit is essential. On the Roosevelt, for instance, responding to an emergency could mean crossing a flight deck which is larger than several football fields.

"Since it's a prestigious duty, our Marines must also be reliable," explained Sweeney. "Something as relatively simple as bouncing a check can get a Marine relieved."

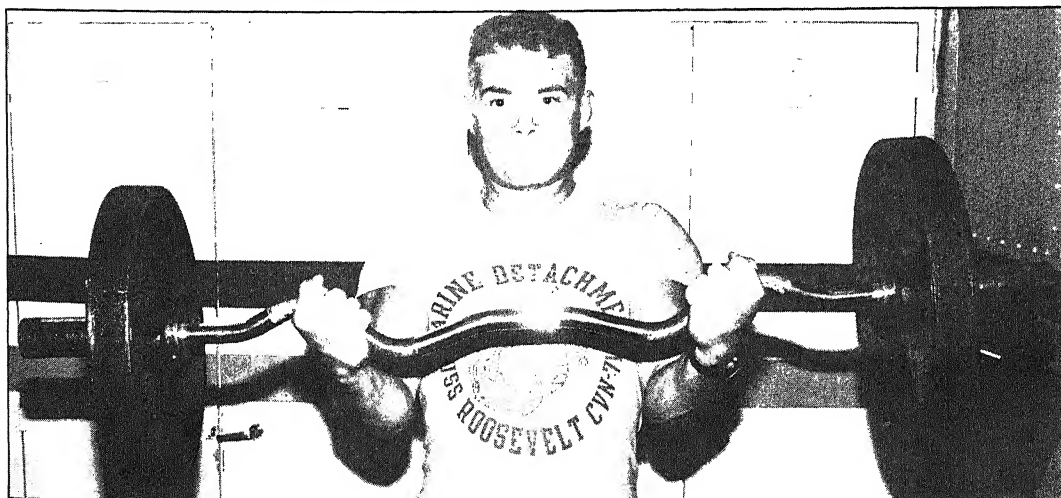
Those interested in serving in a Marine detachment can request sea duty upon entering the service, Usovicz said. Candidates are heavily screened before being accepted, he added. Training is held either on-the-job or with Marine Security Force Battalions in Norfolk, Va. and Vallejo, Calif. Subjects covered include weapons security, shipboard tactics, naval terminology and customs, firefighting, hand-to-hand combat and damage control.

"This duty is unique in that it gives us an opportunity to work closely with another service," said 1st Lt. Jeff R. Brincat, executive officer of the USS America's Marine detachment. Sailors have been known for directing a few good-natured jokes at

Marines. The opposite is also true. When it comes to a ship's security, however, the comedy stops when the work begins, detachment members say. "There's a lot of mutual respect," said the USS Roosevelt's PFC David De La Vina Jr. "Aboard this ship, the Navy and Marine Corps perform as a team." 



Space aboard ship may be limited . . .



. . .but the Marines can always find room for the essentials.

Air Traffic Police



Story and photos by
SSgt. Linda L. Mitchell

Nonstop. Hectic. Sometimes crazy. Tense, when human lives are at stake. Never a dull moment.

These are the words Staff Sgt. Deanna Dennis uses to describe her job. The air traffic controller is assigned to the 2016th Communications Squadron, Dover Air Force Base, Del.

"We maintain radar, visual and voice contact with every aircraft, civilian and military, flying in the Dover area," she said. "We know where every aircraft is and what their altitudes and flight patterns are, whether they're landing, taking off or flying over the area."

Air Force, Army, Navy and Marine Corps air traffic controllers relay flight clearances to all aircraft. They also advise the pilots about weather and runway conditions.

When an aircraft enters the tower's airspace, an air traffic controller in the ground radar facility tracks it on a scope and advises the pilot by radio about course and position changes.

When the aircraft is landing, another controller in the control tower checks the runways to make sure they're cleared of vehicles.

Sergeant Dennis monitors aircraft in the vicinity on a radar screen.

Private Harrison checks for hazards on the runway before giving a pilot clearance to land.

"In addition to watching for other aircraft that may be in the air, controllers in the tower must look for vehicles and other planes on the runway," said Army Private 1st Class Tonya Harrison, an air traffic controller at Fort Ord, Calif. "Often, aircraft will be taking off as others are trying to land. In a sense, we act as policemen directing traffic. Sometimes we may have emergency or maintenance vehicles traveling across the flightline at the same time as we have three helicopters waiting to land. Throw in an inflight emergency, such as a pilot reporting smoke in the cockpit, and things get a 'little wild' around here."

Most air traffic controllers work in towers or in ground radar sites. However, Army air traffic controllers have large and small portable towers which are transported to alternate runway sites during field exercises. The large towers, which are boxes big enough to accommodate three controllers and equipment, are brought to the field by large trucks and set up at permanent airfields. The smaller towers in footlocker-like boxes are brought out to nonpermanent sites, such as spots for aircraft to quickly land, refuel and re-arm before rejoining a battle or exercise.

"We usually arrive at the exercise with the truck," said Sgt. Keith Morton, an air traffic control tower operator in the 4th Platoon, Alpha Co., 2/58 Aviation Regiment at Fort Ord. "However, some control tower operators who choose to attend jump school and air assault school as well sometimes arrive by air."

"Control tower operators establish the airfield. We pick a site with plenty of flat, open space for takeoffs and landings. After the tower is set up, we call the aircraft in."

Air traffic controllers often must



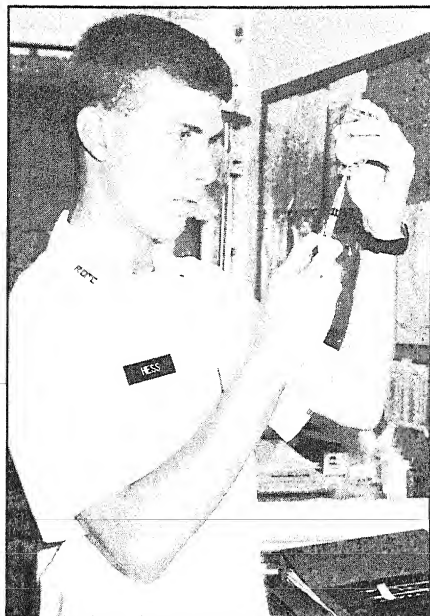
keep track of more than three planes in the area at one time. This is especially true for Navy air traffic controllers assigned to aircraft carriers. When flights of more than 20 planes take off and land at short intervals of one every minute or two one after another on a relatively small flight deck, control tower operators must constantly be alert.

Navy and Marine Corps air traffic controllers learn their job in 14 weeks at the Naval Air Technical Training Center, Millington, Tenn. Air Force students attend a 16-week course at Keesler Air Force Base, Miss., and the Army school at Fort Rucker, Ala, is about 17 weeks long. All the schools teach the basics of the rules and regulations established by the Federal Aviation Agency. The courses include lessons in radio communications, how to read and write weather information from the weather squadron, and how to work with and without radar. "Students are taught how to read

charts and how to use the different radio frequencies," Dennis said.

"The instructors set up a multitude of situations for students to act on in a scale model of an airport tower," she continued. "They make up scenarios where students learn to work under widely-varying conditions, such as bad weather and good, night and day, different emergency situations, and varying number of aircraft and other traffic in the air and on the ground. One day a student might have only one airplane to land on a cleared runway in good weather. The next day, the student may be faced with flooding rains, four or five aircraft trying to land, and an emergency on the flightline."

"It gets pretty hectic, but the students must learn to handle the pressure. After all," Dennis concluded, "in school they use toy airplanes. In real-life situations, they'll be dealing with multi-million-dollar airplanes and human lives." ◊



Clockwise from top left: Cadet Chad Hess of Jacksonville State University, prepares a medication. * Cadets have fun with one of the obstacles during the field phase of the Nurse Summer Training Program. * University of Minnesota Cadet Susan Korts attends a pediatric patient.

Wanted: Army Nurses

Attention future nurses!

Interested in getting a bachelor of science degree in nursing? Want a challenging job that could take you around the world? How about a scholarship that pays for most or all of your tuition, books and lab fees as well as provides \$100 a month for expenses?

All this may sound too good to be true; however, it's all part of the Army Reserve Officers' Training Corps (ROTC) Nursing Program.

"There are hundreds of nursing scholarships available," explained Lt. Col. Charlene Peterson, chief nurse for the U.S. Army Cadet Command, Fort Monroe, Va.

"High school students interested in nursing as a career need to be aware that these opportunities exist," Peterson said. "These four-year scholarships are available to virtually all qualified applicants.

"There are also two- and three-year scholarships for students already enrolled in college nursing studies. These scholarships also pay for most tuition and on-campus educational expenses as well as provide the student a designated amount for books, supplies and equipment."

That's not all. "Scholarship recipients receive a monthly stipend of \$100 for up to 10 months of each year the award is in effect," Peterson explained. Non-scholarship cadets also receive the \$100 per month grant while they are enrolled in the Advanced Course – the final two years of ROTC.

"Once in the program, the nursing student attends ROTC classes to learn military skills, leadership and to participate in physical training, in conjunction with their nursing studies," she said.

"In the summer of their junior year, the nursing students attend a six-week Nurse Summer Training

Program which gives cadets the opportunity to further develop their leadership skills and gain confidence in their nursing abilities, working in both a clinical and field environment. They receive hands-on training at a military hospital and work one-on-one with a nurse preceptor," Peterson said.

According to Diana Stork, a nursing cadet at the University of Texas at San Antonio, "The Nurse Summer Training Program is exceptional. The experience I gained during the program put me far ahead of my civilian peers."

Upon graduation from nursing school and ROTC, cadets are commissioned into the Army as second lieutenants. Before going on active duty, nursing graduates must pass

their state board examinations. They then serve in the Army Nurse Corps as a member of the active Army, working in a military hospital. After their initial three- or four-year active duty obligation, many of these officers continue their careers in the Reserve forces, working in a civilian hospital full-time while spending one weekend a month with their reserve unit.

"This is an excellent program," Peterson concluded. "It gives young people interested in a nursing career the opportunity to succeed."

Students interested in Army ROTC can get more information by writing to Army ROTC, Gold QUEST Center, P.O. Box 1688, Ellicott City, Md. 21043-0010, or by calling 1-800-USA-ROTC. 

Army nurses reap benefits

Professional education and travel opportunities are two of the biggest advantages to a career in Army nursing, according to Maj. Brenda J. Wedge, chief of nursing education and staff development at McDonald Army Community Hospital, Fort Eustis, Va.

"The education opportunities in Army nursing are second to none," she said. Those who make nursing a career can apply for clinical specialty courses such as intensive care, operating room nursing, community health and environmental science, psychiatric mental health nursing, obstetrical and gynecological nursing, pediatric nursing, and anesthesiology, she said. A nurse midwifery course is also available.

"Additionally, there's a

graduate degree program nurses may apply to attend. If accepted, they can receive all their tuition, pay and allowances while attending a civilian university full time.

"Travel is another exciting aspect for Army nurses," she continued. "Having the chance to travel to a variety of locations and climates around the world gives the Army nurse an opportunity to work with a range of cases that most nurses only read about in textbooks."

"Being part of the Army Health Care Team is a big responsibility, both as a nurse and a soldier," Wedge concluded. "But the training, experience and opportunities available to Army nurses can't be beat."

SFC Karen Polston

Welcome to Hampton Roads

By Spec. Paul White

Seaman Cleveland Montgomery, a journalist from Chicago, has been assigned to the aircraft carrier USS Coral Sea, homeported at Norfolk Naval Base, Norfolk, Va. He calls ahead to get information on his new assignment. Petty Officer 1st Class Billy Jenkins, a Coral Sea journalist from Fayetteville, Ark., answers the call. After the initial greetings,

A PROFILE Profile

What — One of the 30 largest metropolitan areas in the country, Hampton Roads is comprised of the cities Norfolk, Suffolk, Chesapeake, Portsmouth, Hampton, Virginia Beach and Newport News.

Where — In the southeastern portion of Virginia, an approximately three-hour drive from Washington, D.C.

Major military installations — Air Force: Langley Air Force Base (10,000 servicemembers). Army: Forts Monroe, Eustis and Story (12,200). Navy and Marine Corps: Norfolk Naval Complex (108,050). Coast Guard: Fifth Coast Guard District Headquarters (2,300).

Weather — The average temperature in July, the area's hottest month, is 79 degrees. January, the coldest month, has an average temperature of 40 degrees. The average annual snowfall is roughly eight inches.

Places to go — **Colonial Williamsburg:** A "journey into America's past," this historical attraction in nearby Williamsburg features 88 restored 18th- and early 19-century structures. **Waterside:** a "festival marketplace," the blue-roofed mall in Norfolk features more than 120 places to shop and eat. **Virginia Zoological Park:** the Norfolk home to a large variety of wild and domestic mammals, reptiles and various waterfowl. **Wild Water Rapids:** A water theme park in Virginia Beach featuring rides named the "Lightning Bolt" and the "Slick Twister." **Motorworld:** Another Virginia Beach theme park, customers here speed across the grounds in two-thirds scale Formula One race cars. **Photon:** Dubbed "The Ultimate Game on Planet Earth." Participants attempt to "zap" their opponents into oblivion with light "phasers." **Virginia Sports Hall of Fame:** One of a multitude of museums in the area, this one honors the state's outstanding athletes and sports administrators.

Montgomery opens with the question that's been on his mind ever since receiving his orders:

"So tell me, is this assignment going to make me regret having joined the Navy?"

"Come on, we're talking great duty here. When we're at sea you get to do a little of everything. You'll probably start out on the newspaper. Over time you'll also work on the ship's radio and TV station and write news releases and correspondence. Figure on 12- to 18-hour workdays, but hey, you're at sea. What else are you going to do?"

"Tell me about it. How about when you're in port?"

"That's when you'll really start to see some free time. You're coming to a good area. I think you'll like Hampton Roads."

"Hampton who? My orders say Norfolk."

"Relax. Hampton Roads is what they call the whole area. It includes Norfolk, Virginia Beach, Hampton and a few other cities. Some sections have a rural, 'down home' feel. In others, it's almost like being in a major city."

"Almost?"

"Yeah. For example, there's no major league sports franchise here. The closest thing is the Tidewater Tides, the New York Mets top minor league baseball team. On the other hand, you people in Chicago don't have major league baseball either; just the Cubs and the White Sox."

"Are you licensed to tell jokes that bad?"

"Sorry about that. Anyway, you should be hearing the term Hampton Roads a lot once you get here."

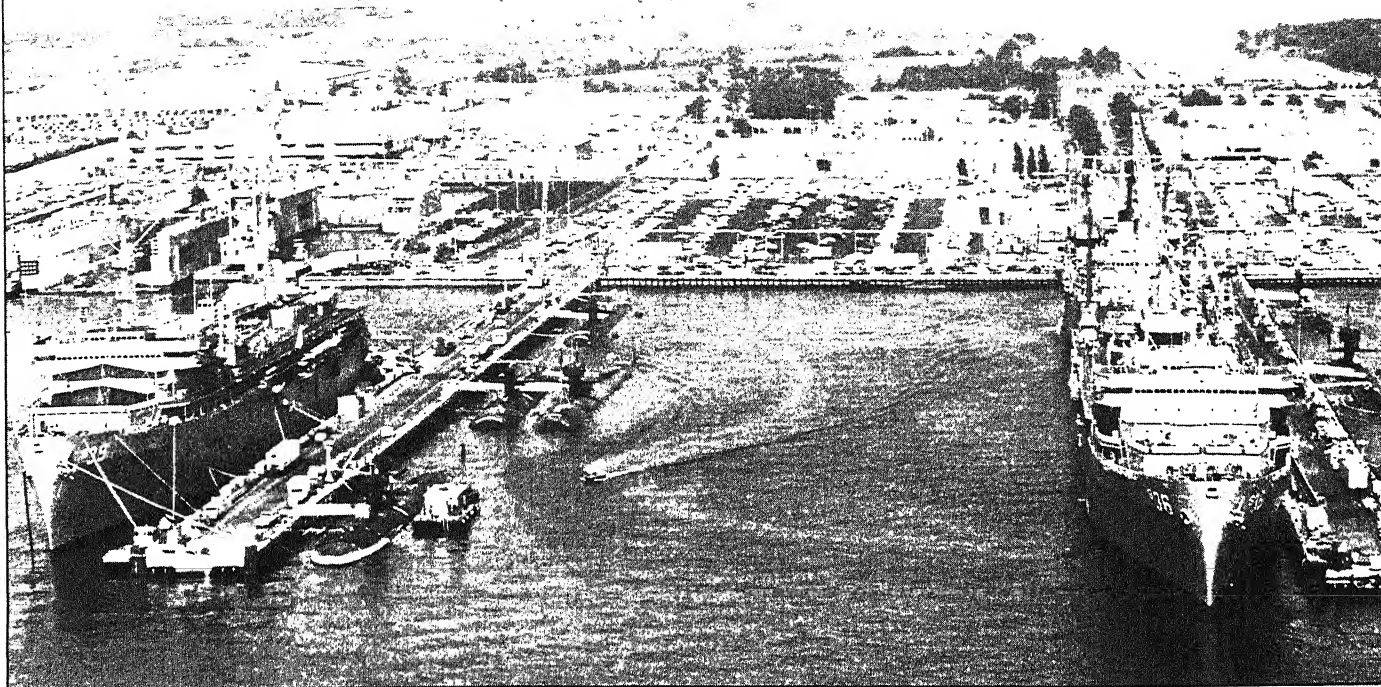
"Are there many Navy people there?"

"Are you kidding? They call this the Navy's Capital. There are people from the other services here, but we've got 'em severely outnumbered."

"Sounds like a real military area."

"The military presence is big, no question, but there are also a lot of non-military types around, including college students at Old Dominion University, Hampton University, Norfolk State University and other schools. Everyone gets along pretty well."

"So what do the people like to do in Hampton



The Naval Base at Norfolk helps make up what is considered to be the largest naval complex in the world. Roughly 20 percent of the sailors in the Navy are assigned to a Hampton Roads-based installation or vessel.

Roads?"

"Well, let's see. You like fishing?"

"No."

"Hunting?"

"No."

"Sailing?"

"No."

"Hmmm . . . I can see I won't be hanging out with you too often. This is a great area for those activities. How about going to the beach?"

"Now *that* I can get into."

"You're in luck, then, because summer's coming and that's where just about everyone likes to go. You should see the roads heading to Virginia Beach some weekends. They're more crowded than the base exchange on a military payday. By the way, do you have a car?"

"No, but I'm thinking of getting one."

"Good idea. You'll need one if you really want to see the area."

"Really?"

"Yeah. Take last night. I went to see Van Halen at the Hampton Coliseum. That's about 20 miles away from the base. If I didn't have a car I would have had to bum a ride from someone or—"

"Van Halen was there?"

"Yeah. You like Van Halen?"

"Not really. But if a group that popular played the area, some of the groups I like must also hit town."

"I'm almost afraid to ask. Who do you like?"

"Let's see. My favorites are Prince, Run-DMC, New Edition and Whitesnake."

"*Whitesnake*? How'd they get in there? Never mind. The important thing is that all of those groups performed in Hampton Roads within the last year. Virtually every popular artist comes here."

"Sounds good."

"And after shows, there are plenty of clubs to go to, that is, if you like to party."

"If I like to party? Man, I'm from Chicago! We invented partying!"

"I'm starting to see why they call it 'The Windy City.'"

"This Hampton Roads seems like a happening place. Look, I'll be there in five days. The first thing I think I'll do is check out one of those clubs. Then, I'll—"

"Not so fast, ace."

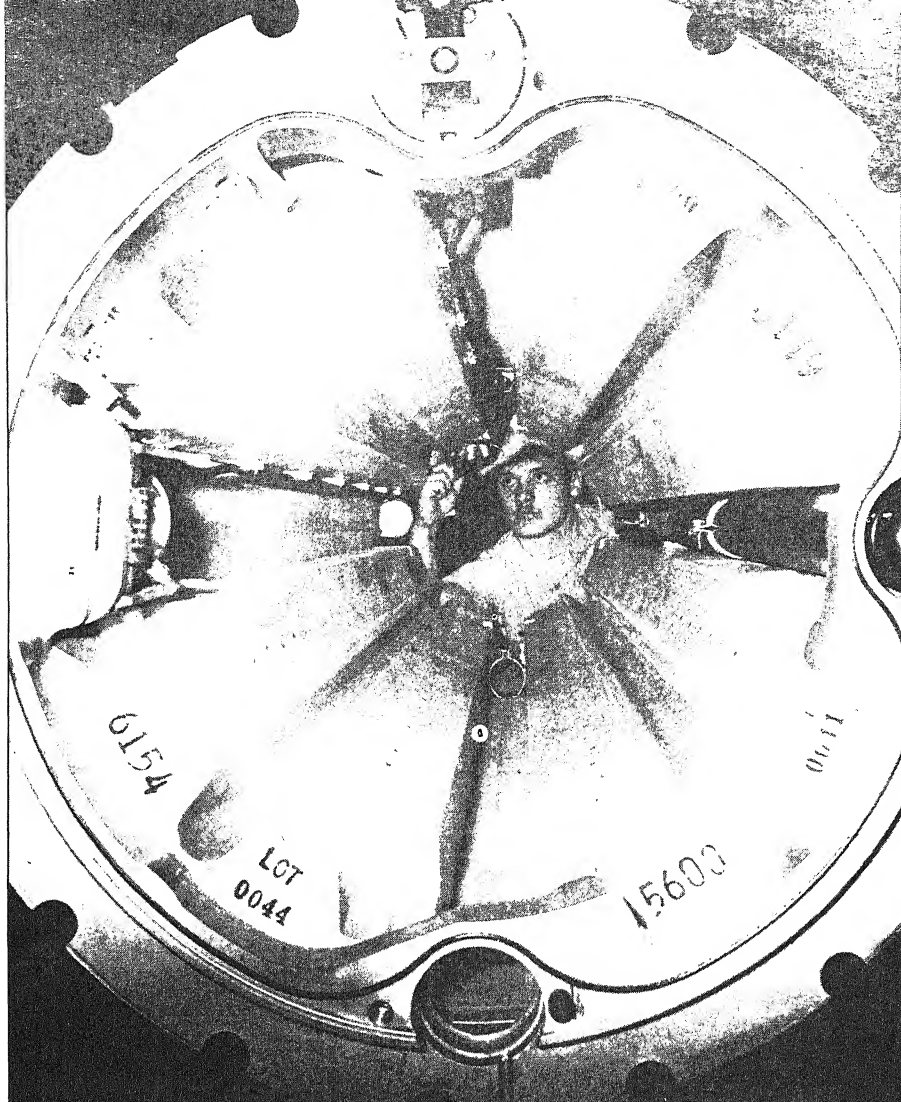
"What's up?"

"Did you say you'll be here in five days?"

"Yeah. So?"

"So that means you'll be here just in time for our next six-month deployment. You'll love it (click) — Hello? Hello?" ◻

Because of their small numbers and isolated duty assignments, minemen are some of the best-kept secrets in the U.S. Navy.



Seaman Apprentice Rick D. Longwell . . . "I like putting things together and taking them apart."

Mine Control

**Story and photos
by Spec. Paul White**

Most people, when they think about the Navy, think about going to sea. Navy minemen might also think about it. They just rarely ever go.

Navywide, roughly one out of every 930 sailors is a mineman. Many of the sea service's own people aren't sure what they do. Furthermore, several of the so-called minemen are actually women.

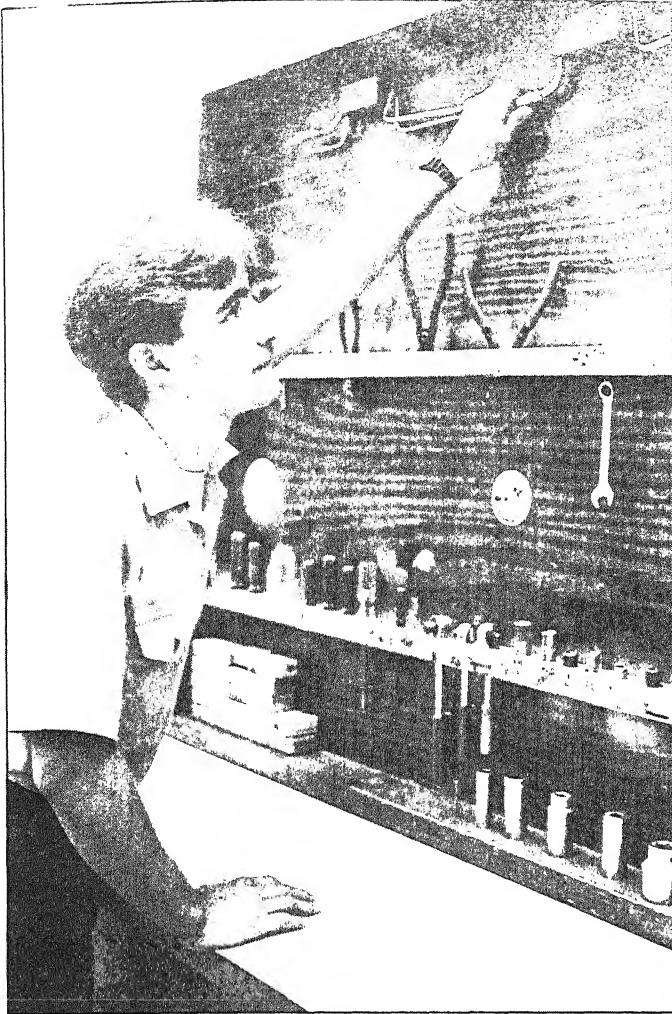
Just who are these people, anyway?

Minemen assemble, test and repair mines, the encased explosive devices designed to destroy or damage ships. "I like putting things together and taking them apart," said Seaman Apprentice Rick D. Longwell, a recent graduate of the 19-week basic mineman course in Charleston, S.C.

Longwell needn't worry about being around to see his finished product in action, however. Minemen don't lay mines, nor are they found aboard minesweepers, the ships that locate and neutralize mines. "We're two different worlds," said Lt. Donald J. Moody, the officer-in-charge of a mineman detachment at the Yorktown Naval Weapons Station, Yorktown, Va. "We build 'em, they sweep 'em."

A main reason so many know so little about minemen is because of the mine builders' out-of-the-mainstream duty assignments. People looking for minemen at the naval bases in San Diego and Norfolk, Va., two of the largest naval bases in the world, still haven't found what they're looking for. Those who try Colts Neck, N.J. or Barbers Point, Hi., will have more success.

In all, there are 13 places in the world where Navy



Above: Seaman Daniel R. Heppermann grabs one of the tools of his trade. Below: Longwell and Heppermann team up on a mine.

minemen can be assigned, Moody said.

Minemen build mines similar to the way auto-workers build cars. There are several stations, and each worker has a piece of the whole to assemble. The sailors rotate jobs periodically to break up the monotony of repetition, Petty Officer 2nd Class Leann Loveland said.

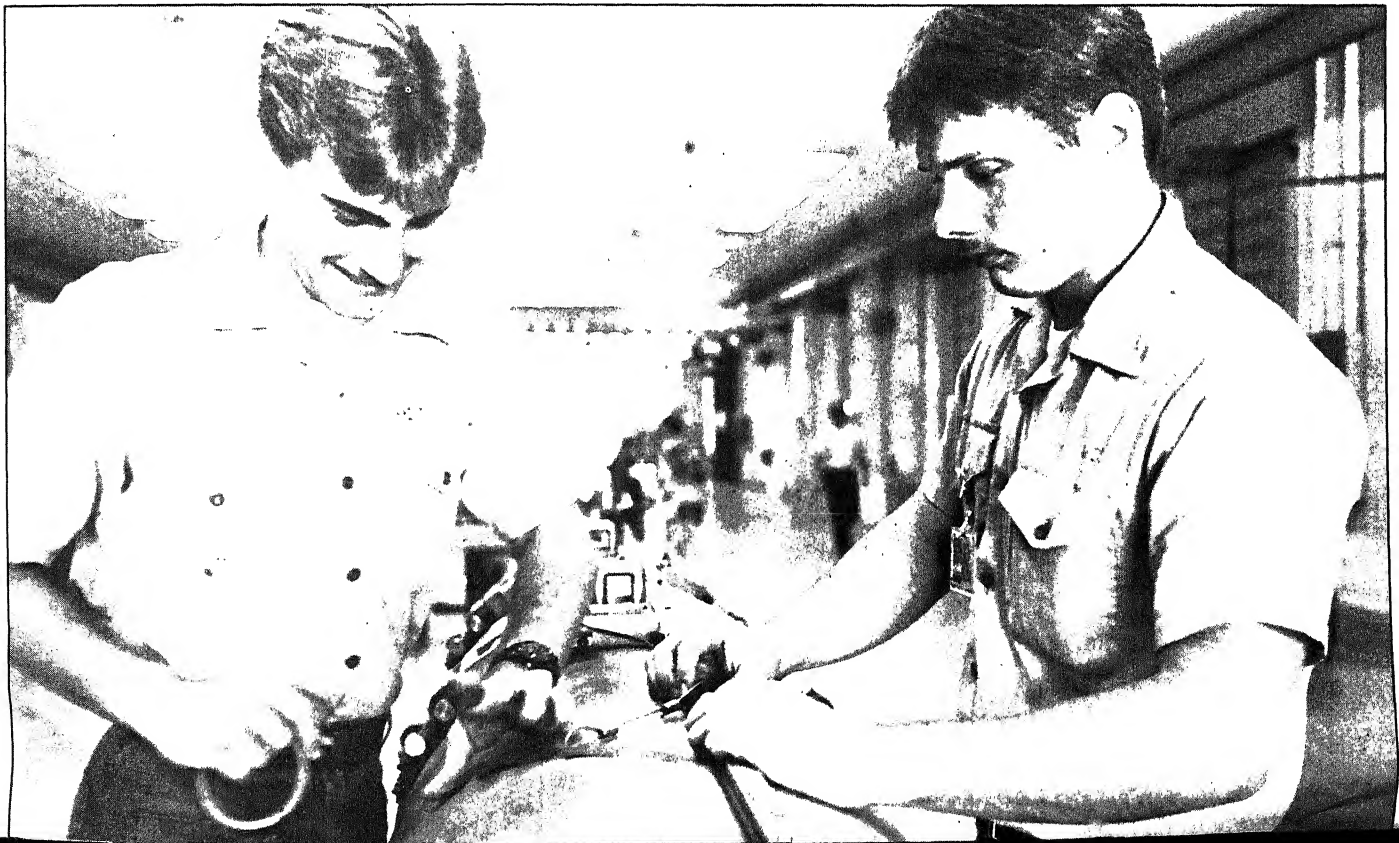
"There's a lot of manual labor involved," the Carleton, Mich. native added. "Lifting 30 or 40 pounds at a time isn't that much, but when you do it all day it can get to you.

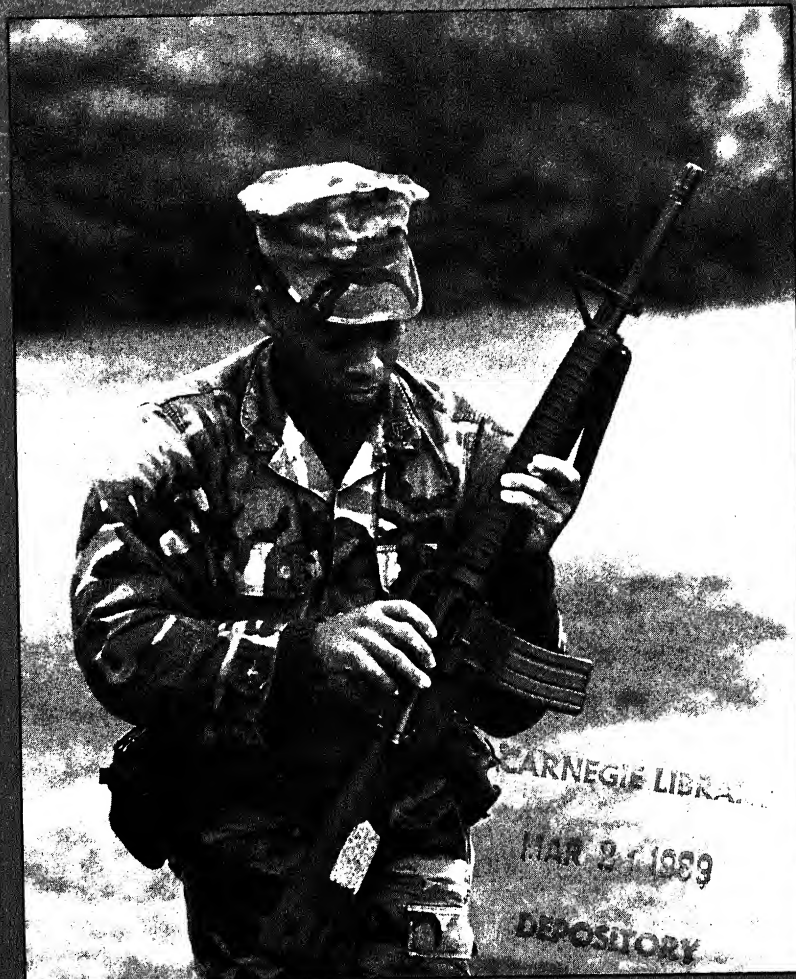
"It's also important to know your job thoroughly. We have books for reference, but a person who has to keep checking the book before doing something isn't going to get much done. And since we do our own supply and administrative functions, there's a lot of paperwork involved."

Despite bumper stickers which read "Minemen Do It With A Bang," Moody, a 20-year mineman with no sea time on the books, said the job is not dangerous "provided the individual complies with our safety regulations. Only complacency makes it dangerous."

Before being allowed to work each job in the mine-building rotation, an individual must learn the skills, perform them twice with an instructor and then once solo. Each year, individuals must also become "explosive-qualified." "This just means that the individual is physically fit to handle explosives, that they're not prone to something like blackouts," said Chief Petty Officer Mark W. McClain.

The word mineman may provoke a shrug or a "beg your pardon?" from sailors in other jobs, but within the field a good mineman doesn't go unnoticed, Loveland said. "Since we're in such small units, if you do a good job, it shows," said Loveland, a Sailor of the Quarter winner while working in Subic Bay, The Philippines. "There are a lot of chances to be recognized." ◇





Marine Corps Marksmen— Page 12

To get profit without risk, experience
without danger, and reward without
work is as impossible as it is to live
without being born.

Harry Truman

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